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INFORMATION REPORT

COUNTRY

Fast Germany

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SUBJECT

Tarnow Shipyard in Tarnemuende

DATE DISTR. 15 December 1952

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DATE OF

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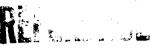
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- The two southern slipways in the Warnow Shipyard in Tarnemuende were completed prior to 12 July 1952. At that date, two other slipways adjoining on the north were still undergoing foundation work. The emcavation operations had been finished in early June. The new shipbuilding shed west of the slipways was completed in early July and was to be not into operation by the end of July when its mechanical equipment was to be installed.
- 2. Nork on the S.S. Yuri Dolgoruki and the S.S. Sovetski Soyuz progressed slowly because of the shortage of copper sheets, copper wire, electrical instruments and especially switchboards. About 50 laborers worked on the 8.5. Yuri Dolgoruld in early July. The 8.3. Yudyeg returned from her shakedown runs in early Tay during which innor defects in her boiler plant became obvious and, from 16 to 21 June, put out for another series of shakedown runs which proved satisfactory to the shippard ranagement. The attained an average speed of 11.2 knots. She had to return to the shirverd to undergo a repair of her electrical installations. Fork on the O.C. Tokutia also progressed slowly despite the pressure exerted by the management, lact of electrical parts was the main bottlemock and made it impossible to reet the delivery date, which originally was set for 3 June but was postmoned until 1 August 1952. The shakedown run of this vessel had been planned for mid-July. Two thirds of the cabins had been completed on the C.S. planmod for mid-July. Two thirds of the cabins had been complete on the classical dakhimov. Each cabin had four to six berths and very primitive fur-pishings. The ship had a fewlet crew of five officers and h2 other members since 29 May and was to be completed by 1 December 1952. The SLS. Ausaklis left port on 6 May 1992 when it was established that the general overhaul of her power plant could not be executed in the larnow Chinyand. The left port under her own power at a cruising speed of about 6 knots after two boilers had been provisionally regained. A shipyard electrician who had been working aboard the D.S. Auseklis stated that the general overhaul of the propulsion plant would be made in Leningrad, 1
- Comment. The C.S. Yuri Dolgoruki, Formerly S.S. Hamburg, was constructed off Sassmitz/Suegem in 1950 and is to be completed by December 1953. The S.S. 25X11。 Sovetski Soyuz, formerly S.S. Hansa, is to be completed by late 1952. The S.S. The S.S. Tudy g of 110 CRT is a sistership to the S.S. Karelia and is to be completed by mid-1952.

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